From: Hamayasu, Toru
To: Hashiro, Wayne; Agcaoili, Jennifer
CC: Kaku, Melvin N
Sent: 5/17/2007 9:37:23 AM
Subject: FW: Honolulu Agenda Items - Installment #4
Attachments: Basic Forecast Summary.xls; ParkandRideSummary.xls

Redacted

From: Scheibe, Mark [mailto:Scheibe@pbworld.com]
Sent: Thursday, May 17, 2007 6:02 AM
To: Hamayasu, Toru
Subject: FW: Honolulu Agenda Items - Installment #4

From: Davidson, William A.
Sent: Wednesday, May 16, 2007 7:20 PM
To: Jim Ryan (fta) (james.ryan@dot.gov)
Cc: Scheibe, Mark; Fujioka, Heather; Wellander, Chris A.
Subject: Honolulu Agenda Items - Installment #4

Attached are two files related to item 2.b.8 on the agenda. The first spreadsheet provides a set of basic summaries for the recent set of forecast runs. In this summary, both boardings and linked trips are tabulated. Please note that for 2017 and 2030 there are two sets of model runs for the No-Build, TSM/Baseline, and Build Alternatives. As indicated in the notes, we found an error in the area type file and re-ran the forecasts. The results are very similar.

Focusing on the forecasts prepared on May 2nd. The TSM/Baseline gains 10.4% more linked trips than the No-Build. The Build alternative gains 9.8% more linked trips than the TSM/Baseline. These comparisons are nearly identical when looking at the 2017 forecasts. The guideway carries 68,000 riders in 2017 and just over 85,000 riders in 2030. If the fixed-guideway system was in operation in 2005 it would carry just over 62,000 daily trips (this test is shown in gray). If the guideway existed in 2005, it would carry 23.7% more riders than the existing system.

Also included in this summary is the 2030 model run using 2005 transit skims that was the subject of agenda item 2.b.7.

The second spreadsheet looks at the drive access to transit in more depth. Note that an increasing amount of the drive access to transit is attracted for formal locations. Given the nature of the model, as calibrated for 2005, the level of park-and-ride seems relatively low, with kiss-and-ride correspondingly higher. A key question is whether drive access to transit behavior would change in the presence of the fixed-guideway system ? In other words, would more riders consider park-and-ride ?

On a separate note, it might be a good idea to have a powerpoint projector available in the event that it would make sense to display information on a larger screen.

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